

INTIMATIONS

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THE GOVERNOR & HOUSEHOLD.

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Ye OLDE ENGLISH
LAVENDER
WATER
In Elegant Bottles. A delightful adjunct
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WATSON'S
GENUINE
EAU DE COLOGNE
Cooling and Refreshing.

WATSON'S
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OTTO OF ROSE
PEAU D'ESPAGNE
VIOLET OATMEAL
VIOLETTE DE PARME
SKIN SOAP FOR THE COMPLEXION
PRICKLY-HEAT SOAP
(Arnica, Camphor and Carbolic).

WATSON'S
AMMONIA
For the Toilet and Bath. Refreshing
and Invigorating.

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THE HONGKONG DISPENSARY,
ALEXANDRA BUILDINGS.
Hongkong, 22nd June, 1908.

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should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
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BIRTH.
On June 13th, at Port Edward, Weihaiwei, the
wife of ROBERT WALTER, Colonial Civil Service,
of a son.

MARRIAGES.
On June 20th, at Shanghai, CHARLES MARJOR
of Shanghai to LYNN K. JENNIFER, of Shanghai.
On June 21st, at Shanghai, JAMES WARREN,
Simsu, to EVELYN MURKIN, Russell of the
Zenana Mission, Simsbu.

On June 22nd, at Shanghai, A. HERBERT, Canada,
to ROSE BAUGARD, widow of the late J. C.
Baugard.

On June 22nd, at Shanghai, JAMES CONNOR
JONES, of I.M. Customs, Chiofo, to ELIZABETH
PENNINGTON.

DEATH.
On June 27th, at No. 88 Praya East, Hongkong,
ABDOUL SIDRAK SOONER, late Army Ordnance
Department, aged 28 years. [1013]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30th, 1908.

In the eighth financial and economic annual
of Japan, just issued by the Department
of Finance, Mr. MATSUOKA, the Minister,
preserves the interesting forms and features
of its predecessors. The year 1907-8
financially had to bear traces of the unad-
justed operations of the previous ministry,
and as the general economic and financial
condition had not yet recovered its normal
state, but only was there no increase of
taxation, but there was also absolutely no
issue of public loans other than those
intended to be expended on such productive
undertakings as the construction and im-
provement of railways, extension of the
telephone system, (still, we may note, a
shocking long way behind what it ought to
be in such an up-to-date empire) and
establishment of a steel-foundry. There-
fore, "the general expenditure was made
out with the strictest possible retrench-
ment in view." Ordinary expenditure was
put at £43,818,711, and extraordinary at
£21,835,942, totalling £65,654,653, in

increase of £13,414,698 over the ex-
penditure of 1906-7. Passions and animosities,
Nationalist charges, and military defence
work, are included in the factors contribut-
ing to the increase. The harbour works
responsible for a large share of the
increase is the "extraordinary" estimate.
The company's Exhibitions also calls for a
considerable allocation. We cannot follow
Mr. Matsuo's suggestion that there should
be anything economical in transferring some
extraordinary war expenses to the normal
Budget, but no doubt it is correct from an
accountant's point of view, to include
the long tail of an earlier debt as
"continuing expenditures." We have not
space today to do more than casually
traverse some of the heads of his
lucid summary. A host of the necessary
materials have been collected already, he
tells us, with a view to the approaching
revision of the customs agreements with
other countries. That one thing leads to
another, we see by the fact that the
Government has had to make a "sort of
"morgue" of its monopolies. One Bureau
for them all (excluding railways) will
hereafter tell us the average result of this
form of enterprise. Camphor profits will
cover tobacco losses, we suppose, if the
later gets into difficulties. The apprecia-
tion of silver led to a reduction of the
weight of subsidiary coins under a new law,
under which a million yen's worth of these
have so far been minted. One item which
we do not quite understand reads as
follows: "The savings debentures which
were issued during the war ceased to be
issued upon restoration of peace; and as
the necessity of absorbing the small capitals
held by the lower classes was still recog-
nized, the face-value of the mortgage
debentures was reduced from twenty yen to
ten yen with the object of effecting such
absorption." The present British Govern-
ment prefers to recognise the necessity of
helping the lower classes to absorb some of
the "capitals" held by the richer classes;
but perhaps there is really no room for
such a comparison. Doubtless it is some-
thing which, as "Punch" would say, might
have been expressed differently. It is satis-
factory to note, in view of alien pessimistic
opinions, that the revenue is always satis-
factory, the actual receipts having always
shown a large excess over the estimates.
Without imposing new taxes or increasing
the old ones, there has been a marked
natural increase. The depression we have
heard so much about, from the pessimists,
before mentioned, has not touched the vitals
of Japan, but only those who misread the
indications for the future. In 1907, in
short, was felt the reaction "from the
mania for enterprises which arose after the
war," and there were heavy falls in stocks.
Only bubble companies suffered; those new
companies which had been established on a
firm basis and were concerned in adventures
of a really likely sort did well. The agricul-
tural wealth of the nation increased, and
bank deposits and postal savings multiplied.
The latter at the end of 1907 stood at
£9,323,770, which is just three times the
amount they were immediately before the
war. According to the coloured diagram,
at the end of 1907, wages were tending to
rise and prices of commodities to decline,
but on the whole the high level will prob-
ably be maintained. Foreign trade reached
the enormous value of £94,877,049 in 1907,
an increase of £3,606,557 over 1906. Ex-
ports increased over two per cent, and
imports eighteen per cent. Against adverse
outside conditions, Japan's exports are
manifestly tending to increase, and taken as
a whole, Japan's foreign trade is making
steady progress.

A severe famine prevails in the Uganda pro-
vince of Uganda, over 4,000 deaths having taken
place up to the present. The Government is
feeling about 50,000 natives, and its resources
are being strained to the utmost. The crops
are a complete failure, and there is a prospect
of much suffering during the next few months.

Among the passengers who arrived in the
Colony by the German mail *Prinz Ludwig*
yesterday was the Rt. Rev. the Bishop of
Macao, who has been on a visit to Europe.
His Lordship was met on board by the Rt. Rev.
Bishop Passoni, Mr. J. J. Leiris, Portuguese
Consul, the Rev. Father Norval and others.
During his stay in Hongkong the Bishop
will be the guest of the Spanish Consulate.
He leaves for Macao this afternoon.

The Robinson Piano Co., who are the dis-
tributing agents in China for the Victor Talk-
ing Machine which has won so great a vogue al-
over the world is now introducing to the notice
of the general public by daily recitals at their
Hongkong store an instrument called the
Auxetophone. This is a remarkable develop-
ment of the talking machine, it may be
described in short as a substitute for the hand,
but any Victor talking machine record can be
used on it. The instrument is well adapted for use
at theatres, hotels, ballrooms, garden parties and
similar gatherings. It is built on auxiliary and
pneumatic principles worked by a small electric
motor, and a rich rounded and melodious volume
of tone is produced equal to that of the original
singer, orchestra, or band.

On Saturday afternoon a native who was
loitering in Queen's Road Central was seen to
go into a boot shop and lift a pair of rubber
shoes. Noting that he was observed, however,
he dropped the shoes and walked out. The
master of the shop followed him, and when he
saw the native take two cakes of soap from the
counter of another shop, he raised a cry of
"thief." The pillar took to his heels, but was
eventually arrested by an Indian constable. His
Worship sentenced him to six weeks' imprison-
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TELEGRAMS.

["DAILY PRESS SERVICE"]

PERSIA.
LONDON, June 29th.

The Persian parliament has been
dissolved for three months.

MEXICO.
LONDON, June 29th.

The Mexican revolutionists have
captured Jimenez and Las Vegas.

RUSSIA'S EASTERN FLEET.
LONDON, June 29th.

Russia has decided to grant a
subsidy to the volunteer fleet on the
China coast.

(N.C. Daily News Service)

THE SEOUL PRESS TRIAL.
Tokyo, June 22.

Mr. E. Bethell left Seoul last night on board
a British mail-boat to go to Shanghai.

ADMIRAL LAMBTON IN SEOUL.
Tokyo, June 23.

Prince Ito presented Rear-Admiral Sir
Redworth Lambton to the Emperor of Korea
yesterday morning.

Admiral Lambton was subsequently enter-
tained to luncheon at Prince Ito's residence.

**SERIOUS ASSAULT IN BONHAM
STRAND.**
TWO MEN REMOVED TO HOSPITAL.

In the early hours on Sunday morning an
accountant who was formerly employed at 127,
Bonham Strand, first floor, and who was still
living on the premises attacked the manager of
the shop with a chopper. The manager was
sleeping when a blow was dealt him on the face,
and on opening his eyes he saw the accountant
standing over him with a chopper in each hand.
Shouting for help some folk rushed to his
assistance, while his assailant ran downstairs,
and attacked the master of the shop on the
ground floor. When he had fired himself on
the second man he ran down to Connaught
Road, jumped into the harbour and attempted
to drown himself. An Indian constable jumped
in after him, and with the assistance of a
number of boat people in the vicinity succeeded
in rescuing him. He was taken to the hospital
in an exhausted condition, his two victims
arriving there about the same time. The
manager of the shop on the first floor was so
seriously hauled that his recovery was con-
sidered doubtful, and later in the day Mr. J. E.
Wood proceeded to the hospital to take his
dying deposition. The accountant will prob-
ably be charged at the Police Court later.

**HONGKONG VOLUNTEER RESERVE
ASSOCIATION.**

The following are the five highest scores in
the competitions on Saturday and Sunday—
"BRICKLEY CUP."
J. C. Gow, ... 68 ... 63
A. Jenkins, ... 58 ... 57
R. Baker, ... 55 ... 52
J. Hutcheson, ... 41 ... 44
J. Olsen, ... 33 ... 30
"POOL."
J. C. Gow, ... 68 ... 63
B. Beahan, ... 47 ... 45
A. R. Dowe, ... 38 ... 32
A. Jenkins, ... 38 ... 35
L. Gibbs, ... 35 ... 30

P. AND O. REPORT.

The report of the directors of the Peninsular
and Oriental Steam Navigation Company for
the half-year ended March 31 states that the
tonnage of the fleet stands at 418,891 tons.
Several of the company's cargo steamers are
at present, owing to lack of employment.
The new programme of shipbuilding announced
in the last report proceeds satisfactorily. The
trading season closed sooner than usual this
year, and the five vessels engaged in this work
are at present laid up in the Southampton
Water. A summary of the half-year's work
on board may be given as follows:
The revenue returns for the half-year, as
compared with the corresponding period of last
year, have been maintained, but with an increase
in expenditure, owing to the enhanced cost of
fuel beyond the point which had previously
been reached.
The passenger traffic has been unfavourably
affected by two distinct causes—first, by a fall-
ing off in the ordinary winter tourist traffic,
owing presumably to the financial crisis in the
United States; and, in the second place, by a
loss of business on the Egyptian line, due to a
fall season and to extreme competition in that
quarter. There has been, however, a fair
advance in the Australian passenger receipts,
which has compensated, to some extent, for the
deficiencies alluded to.
Without exception freights have been adverse
during the last six months throughout the
sphere of the company's operations, and at the
present moment business, both export and
import, particularly in the Indian trade, has
fallen to a very low level, with little apparent
prospect of an early revival.
In these circumstances it may be considered
satisfactory that so far as the half-year up to
the end of March is concerned, there has not
been an actual decline in the freight earnings,
but the outlook for the rest of the year, it must
be frankly said, is not encouraging.
The usual interim dividend at the rate of
5 per cent per annum on the Preferred stock,
and at the rate of 6 per cent per annum on the
Deferred stock will be payable on and after
June 1.

**MERCANTILE MARINE AND
THE OFFICER PROBLEM.**

The Board of Trade have given their approval
and support to an important scheme for the
better organisation of the White Star Line, the
object of which is to foster the supply of officers
for the Mercantile Marine. This problem has
engaged the attention of shipowners for some
years past, and one experiment tried was that of
taking cadets on steamers with a view to their
training. This, however, was not satisfactory
and was abandoned. Mr. Lemay last year formed
an expert committee to inquire into the question
in all its bearings and to recommend what should
be done, not only in the interests of the lines
under his control, but for the general benefit.
The Board of Trade were also consulted. It is
now announced that the White Star and the
companies associated have acquired a fast
Clyde-built, full-rigged clipper ship, named
the *Mersey*, on which it is intended to carry
about sixty cadets and which is to trade
to various parts of the world as opportunity
may offer, but with the special object of giving
a first-class nautical education to suitable young
men, assisting them to become qualified officers
of the Mercantile Marine. A staff of officers
and masters will be provided, and, except in the
case of the *Conway* and *Worcester* boys, to whom
a year will be remitted, the cadets will be
apprenticed for four years. They will be
instructed in seamanship, navigation, and
general knowledge, and on the expiration
of their apprenticeship they will be eligible
for the usual Board of Trade examination
for a second mate's certificate. This having
been obtained they will have preference over
outside candidates for employment in the fleets
of the White Star, Leyland, Dominion, and
Atlantic Transport lines.

SUPREME COURT.

Monday, 29th June.

In ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR
F. PIGOTT).

A JURY ACTION.

In the action Leung Lai Wan and others v.
Reuter Broekmann and Company, the
plaintiffs claimed damages from defendants for
having illegally procured the Chinese authori-
ties to issue a warrant for the arrest of
plaintiffs and wrongful seizure of premises.
Mr. M. W. Slade, instructed by Mr. C. F.
Eaton of Messrs. Hastings and Hastings,
appeared for the plaintiffs, defendants being
represented by the Hon. Mr. H. E. Pollock,
K.C., and Sir Henry Berkeley, K.C., instructed
by Mr. E. P. Lang of Messrs. Deacon, Looker
and Looker.

The special jury was composed of Messrs. R.
Shewan (foreman), Richard Martin, T. F.
Hough, J. A. Jupp, A. W. A. Becker, A. S. D.
Counland, and G. W. C. Pemberton.

The statement of the claim stated that the
plaintiffs carried on business as silk merchants.
Prior to March of last year the defendants had,
at dates unknown to the plaintiffs, dealings
with a firm in Hongkong, trading under the
style of the Cheung Loong firm. The two
partners in that firm were Woo Yui Nam and
Leding Tsai Pang and the firm was adjudged
bankrupt in 1907. In the early part of that
year or the end of 1906 the defendants sent a
letter to the German Consul at Canton contain-
ing what purported to be the names of monies
owing to the defendants by the Cheung Loong
firm and also represented through the German
Consul to the Chinese authorities that Leung
Lai Sang, Wong Hai Tang, and Cheung Tze
Yuen were partners in the Cheung Loong firm,
and had absconded from Hongkong, and that
the firm owed the defendants \$51,087.04 for
goats contracted to be sold, and \$2,171.76 for
godown rent, etc. The Consul-General, at the
request and acting for and on behalf of the
defendants, illegally procured the Chinese
authorities to issue a warrant for the arrest of
the plaintiffs as partners in the said Cheung
Loong firm, and the property and premises of
the said Kwong Hing Cheung firm were
seized by the Chinese authorities. To obtain
the release of the premises and to save
arrest the plaintiffs were compelled to give
the Consul General \$43,000 security.
They claimed an injunction restraining the
defendants from representing to the German
Consul General or the Chinese authorities that
they (the plaintiffs) were partners in the Cheung
Loong firm of Hongkong, and they further
claimed \$75,000 damages to be reduced by
\$48,000 on the release of the security given to
the Consul General.

Defendants, in their statement of defence,
did admit that the Cheung Loong firm was
owned by two Yiu Nam and Lung Tsai Tang
and denied having sent the letters complained
of to the German Consul General in Canton.
Representations were made in Canton by
certain German subjects, carrying on business
in Canton, namely by Messrs. Reuter, Broek-
mann and Co., of Canton, to the effect that
the plaintiffs were partners in the Cheung
Loong firm and the firm was indebted to
the defendants in a sum exceeding \$50,000.
The defendants said if the plaintiffs were
arrested and their premises searched, such
arrest and seizure were legally made by the
constituted Chinese authorities in the exercise
of their discretion and in accordance with rights
accorded under treaty by His Majesty the
Emperor of China to the German Emperor and
the defendants asserted that the Court had no
jurisdiction over the plaintiffs' claim.
Mr. Slade said the facts were less complicated
than might be imagined from the documents
which they had just heard read. The plaintiff
firm carried on business as raw silk dealers at
Canton, and were an export firm entirely. At
the commencement of the action there were
twelve partners but one had since died. The
firm carried on business in Hongkong and the
defendants now admitted that they had a
branch at Canton.

Sir Henry Berkeley—We have never denied it.

Proceeding, Mr. Slade said that defendants
in their pleadings had attempted to show that
the firm in Hongkong had no connection with
the one of the same name at Canton. At the
end of the Chinese New Year in 1907 the
Cheung Loong firm was in difficulties owing to
the sugar market having fallen and their having
large contracts. The firm was carried on by
two men, one of whom had bolted with all the
available cash and had never been heard of
since. Eventually the firm went into bank-
ruptcy, the remaining partner assisting the
Official Receiver in all he could and finally re-
solving to bankrupt the place. It had been well
known that the Cheung Loong firm had failed
and Messrs. Reuter, Broekmann and Co., quite
rightly wanted to get their money back, amount-
ing to something like \$50,000 or thereabouts for
goods sold and delivered and godown rent and
interest. They had also in stock 4,500 bags of
sugar which they had contracted to sell for
\$42,000. The branch firm in Canton had
represented to the German Consul that the
Cheung Loong firm owed them over \$50,000
whereas taking it most liberally it could not be
more than \$15,000. They further represented
that the plaintiffs were liable to pay these debts.
The hearing was adjourned.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Wakamiya Maru* (Bombay
Line) left Singapore for this port on the 27th
inst. and is expected here on the 4th prox.
The M.M. str. *Towane* with the French
Mail of the 7th inst. and Mails from London of
the 6th inst. left Singapore on Monday, the
29th inst. at 4 p.m. and may be expected to
arrive here on Monday morning, the 6th prox.,
and will leave for Shanghai and Japan on the
same afternoon.
The N.Y.K. str. *Wakasa Maru* (European
Line) left Kobe for this port via Moji and
Shanghai on the 29th inst. and is expected here
on the 6th prox.

CANTON.

(FROM OUR CORRESPONDENT.)

June 2.

THE FLOOD.

I left for Wuchow by the s.s. "Nanning" at
8 p.m. on the 19th instant. At about noon we
entered the West River and steamed up close
along the bank of the river owing to the strong
tide that was against us and also because we
had to stop to drop and take passengers at
several ports of call in that vicinity. Shortly
after we were in the West River, we heard the
beating of gongs all along the shores and saw
people waving their hands and making signs to
us but were unable to make out what they meant
until we passed so close to a group of farmers
who pulled mud and stones at us and at the
same time they yelled out to us to slow down
and keep away from the shore. Seeing
that the embankment of the fields were only
about a foot above the river water at once realised
their situation and knew that they were afraid
of the waves caused by the stern wheeler would
wash over the embankments and flood the
fields. We immediately steamed out to the
middle of the stream.

On proceeding further up we saw that in
many places the river had already overflowed
the embankments. There was great excitement
along the shores, here and there groups of poor
farmers were seen hard at work digging and
piling earth on the defective parts of the river
walls where the water was already making its
way through. Many houses on both sides of
the shores were flooded. We arrived at Samui
at about 2 a.m. on the 20th instant and were in-
formed that the river had risen 35 feet and the
whole town was under the water, that business
was paralysed and the Customs European staff
were living in house boats. The Commissioner's
house which stands on a much higher level than
any of the houses in the town was also flooded
and that preparation had been made to quit the
house, a steam launch had been engaged and
moored alongside of his house in case of
emergency. Eight large embankments in
Samui and Samui had given way and miles of
cultivated land in those places are flooded with
20 to 25 feet of water. The Fatsan train could
only get up to the Five-eyed Bridge and
beyond that the railway is under 20 feet of
water. After we left Samui the current was so
strong that we were unable to steam more than
five miles an hour. The cities and towns
between Samui and Fuchow presented most
pitiable sights, all the houses in the suburbs
of those places were flooded and not a
few were entirely under water and many had
collapsed. Shin-Hing is the largest city up the
West River and was formerly the capital of
Kwang Tung Province. Its population is over
100,000. Barring the walled city its entire
suburb is 35 feet below the river level, and is
protected by a strong earth embankment. It
was in great danger on that day as a rise of 12
to 18 inches more would overflow the river-wall
and result in considerable loss of lives and
properties. About 80 years ago the river broke
through the embankment and flooded the place
which resulted in the death of thousands of
people and the destruction of the entire
suburb. From Samui to Wuchow the river
was full of wrecks, remnants of houses, timber
furniture etc. On arrival at Wuchow we
were informed that the river had risen 68
feet in less than 48 hours. The sudden
rise of the river has caused considerable
damage to floating properties in the Fu River.
Many boats and several pontoons have sun-
ken and a few lives lost. All the streets in the suburbs
of the city were flooded. It was informed that
the people in the Kwong Si Province suffered
more than those in the Kwong Tung Province.
It is said that a portion of Kwei Lin City has
been swept away and several villages along the
shores of the Fu River have been wiped out
and thousands of lives lost. Wooden houses,
bamboo, and dead bodies were seen floating
down the Fu River for two days.

The flood had destroyed almost the entire first
crop of rice in Kwong Si. A famine is certain
before long. The deposit made by the flood
would make the soil of the fields very rich for
the next crop of rice, but this is only a blessing
in disguise as in the meantime the people will
have to suffer and experience great hardship.
In Canton, the damage done to property is not
considerable but trade was practically suspended
for a few days as it was dangerous not to say
impossible to move about in the flooded districts.
In many houses on the Honan water invaded
the homes as much as three feet depth being
found in some of them. That portion of the
Canton suburbs looked more like a portion of
Venice as boats were plying where chairs and
palestines were not with only a few days ago.
Many casualties have occurred on the river
owing to the swift current and a great many
campers capsize with the loss of many lives.
The waters are subsiding in parts now and the
current is over.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report—
On the 29th at 11.55 a.m.—The barometer has
risen markedly on the E. coast of China, and
fallen considerably in S. Japan.
The depression in the North is now situated
over W. Japan. It continues to move East-
wards.
Pressure remains high over the Pacific to the
E. of Japan. It is relatively low over Tong-
king and the N.W. part of the China Sea.
Moderate or fresh E. and S.E. winds may be
expected in the Fuzhou Channel and along the
Northern shore of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 1.23 inches.

The forecast for the 24 hours ending at noon
to-day is as follows—
Hongkong & Neighbourhood. (°) Same as 1.
Fuzhou Channel. (°) Same as 1.
South coast of China between (°) Same as No. 1.
Tongking and Loochoo. (°) Same as No. 1.
South coast of China between (°) Same as No. 1.
Hongkong and Hainan. (°) E. and S.E. winds moderate or fresh;
squally, showery.

LIABILITY OF REINSURERS.

CONTRACTED PERSONS.

On May 29th, before the President of the Probate, Divorce, and Admiralty Division (Sir Gorell Barnes), Lord Justice Fitcher Moulton, and Lord Justice Farwell, was heard the case of the Yangtze Insurance Association (Limited) and Indemnity Mutual Marine Assurance Company (Limited).

This was an appeal by the defendants from the judgment of Mr. Justice Bigham, reported in 24 The Times Law Reports, 381; 1908, 1 K.B., 510. The action was brought to recover money alleged to be due under a policy of reinsurance. The following statement of facts is taken from the judgment of Mr. Justice Bigham:—The plaintiffs underwrote a policy for £18,000 on the steamer "Nigrita" and from Shanghai to Vladivostok, while there for not exceeding 12 days whilst discharging the cargo, and thence to one port in China in ballast. The policy contained a warranty "not to carry cargo other than kerosene oil," and the insurance was to cover the risk of capture. The policy was made in Shanghai. The plaintiffs were anxious to reinsure part of the risk, and accordingly, on October 26, 1904, they telegraphed to the defendants, who were then in London, £15,000, including war risk, warranted no contraband of war. The London office succeeded in getting a slip intitled by different underwriters, including the defendant company, but as there was an uncertainty as to the meaning of the warranty "no contraband of war," which affected the question of premium, the London office telegraphed to the Shanghai office on October 29 as follows:—

"S. Nigrita. Reinsurance has been effected for £15,000. There is no doubt as to the meaning of 'warranted no contraband of war.' It is understood that cargo oil kerosene only. You guaranteeing no contraband. It is of utmost importance, or otherwise 30 guineas per cent." The meaning of the telegram was that underwriters were uncertain whether Japanese Courts might not regard kerosene as contraband, and they required the plaintiff company to guarantee that it was not contraband, intimating that in the absence of such a guarantee the premium would be 30 guineas per cent. This telegram was answered by the Shanghai office on October 31 as follows:—

"S. Nigrita. Cargo oil kerosene only. We will guarantee that Consul for Japan has today written British Consul that kerosene not regarded contraband by Japanese Government if shipping anywhere. Cannot give further guarantee. Steamer clears Vladivostok. Are you satisfied? This telegram was shown by the London office to the defendant underwriters, and was accepted as sufficient. The slip which up to this point had contained, in this connection only the words "warranted no contraband" was then amended by adding to those words the further words, "on basis as per cable dated October 31, 1904," and the signatories to the slip intitled the telegram so as to identify it. The defendant company underwrote £2,000. The premium was agreed at 15 guineas per cent. Subsequently, namely, on December 13, 1904—the defendants issued their formal policy, following the terms of the slip, containing the following provision:—

"Warranted no contraband of war on basis of cable dated October 31, 1904, copy of which attached hereto, and pinned to the policy was a typed copy of the telegram. The policy further provided as follows:—'Being re-insurance of the Yangtze Insurance Association (Limited), subject to the same clauses and conditions as in the original policy and to pay as may be paid thereon (but warranted free from particular average) and all charges as per the original policy.'"

At this time a state of war existed between Russia and Japan, and on December 19, 1904, while on the insured voyage to Vladivostok, the "Nigrita" was captured by a Japanese cruiser and taken to the port of Saesbo in Japan, where she was condemned by the Japanese prize Court. The circumstances under which she was condemned appear from the judgment of the Prize Court. This judgment reads that on December 15, 1904, two Russian naval officers, who had assumed German names, were received on board the ship at Shanghai as passengers to Vladivostok, and the Court held that the ship must be confiscated, as the vessel was actually engaged in transporting contraband persons. The plaintiffs paid or reimbursed the original policy as for a total loss, and they now seek the action on the reinsurance policy to be indemnified by the defendants. Mr. Justice Bigham held that "contraband of war" in the policy meant contraband merchandise and did not include persons, and that therefore the defendants were liable on the policy of reinsurance. The defendants appealed.

Mr. J. A. Hamilton, K.C., and Mr. Maurice Hill, for the defendants, contended that the Russian officers were "contraband of war" within the meaning of the original policy, and that the action on the reinsurance policy to be indemnified by the defendants. Mr. Justice Bigham held that "contraband of war" in the policy meant contraband merchandise and did not include persons, and that therefore the defendants were liable on the policy of reinsurance. The defendants appealed.

Mr. Scrutton, K.C., and Mr. D. C. Leck, for the plaintiffs, were not called upon.

The Court dismissed the appeal. Sir Gorell Barnes said that the facts which gave rise to this case were fully stated in Mr. Justice Bigham's judgment, and he need not repeat them. There was only one question raised, and that was whether the policy of reinsurance effected by the plaintiffs with the defendants was one on which the defendants were exempted from liability by reason of a breach of warranty. The original policy effected with the plaintiffs covered risk of capture, and it contained the words "warranted not to carry cargo other than kerosene oil." The plaintiffs wished to reinsure part of the risk, and telegraphed from Shanghai to their London office to reinsure £15,000, including war risk, warranted no contraband of war. There being an uncertainty as to the meaning of "no contraband of war," a telegram of inquiry was sent to the London office, and a telegram in reply, dated October 31, 1904, was received from the Shanghai office, which said:—"Cargo oil kerosene only. We will guarantee that Consul for Japan has today written British Consul that kerosene not regarded contraband by Japanese Government if shipped anywhere. Cannot give further guarantee." Upon this the policy was amended, containing the words, "Warranted no contraband of war on basis of cable dated October 31, 1904, copy of which attached hereto." The ship cleared for Vladivostok, and she was captured by a Japanese

cruiser and taken to Saesbo, where she was condemned by a Japanese Prize Court. The judgment of the Prize Court found that two Russian naval officers, who had assumed German names, were received on board the ship at Shanghai as passengers to Vladivostok, and the Court held that the ship must be confiscated, as she was actually engaged in transporting contraband persons. The plaintiffs, having paid to the original policy-brokers the action to recover under the policy of reinsurance. In his view the case did not raise the broad question as to what was the general meaning of the words "contraband of war," because in his opinion the particular warranty was introduced into the policy with the knowledge and upon the basis that the parties were dealing with a cargo of kerosene oil, which was warranted to be the only cargo; and in order to make it plain what was the warranty against contraband, which alone the plaintiffs undertook, the telegram was made the basis of the warranty, and the warranty was only to protect the defendants in the event of the telegram being correct, if that were so there was no question of the point, because the warranty was in this particular case confined to the cargo. It might, however, be that this view was not accurate, and therefore he would make a few observations upon the broader point argued by Mr. Hamilton, though at the risk of it being said that the observations were about to make non est obiter dicta. Certain text writers had been cited to them, who had dealt with the broad, general point which arose in cases where the ship carried persons who ought not to have been carried, and whose carriage rendered the ship liable to seizure and condemnation. But no case had been cited in the Courts of this country in which persons had been stated to come within the term "contraband of war," and he had to go back to old days to find the case of "The Junger Marquard" (1 Rob., 189), which was one of Lord Stowell's decisions, and which was also reported in Tudor's "Reading Cases on Mercantile Law," 3rd ed., p. 381. The learned editor of those leading cases in his note on p. 388 said that "one of the most important exceptions to the rule allowing neutrals to carry on commercial intercourse with the belligerents on both sides is that which forbids them to supply any of them with which is called contraband of war; under which term are comprehended all goods and articles which are necessary to the prosecution of the hostile purpose." It would be found, on looking at the numerous cases before Lord Stowell and other Judges as to what was contraband of war, that they all dealt with articles and not with persons; and, when one came in the present case to deal with a commercial document drawn up between commercial men dealing with articles of commerce, in his opinion, the words "contraband of war" were used in their ordinary sense as applicable to goods. In "Murray's Dictionary of the Law," articles as necessary to the prosecution of the hostile purpose were applied to goods and not to persons. When one regarded the matter from the point of view he had already indicated—namely, that no English case could be found in which the term "contraband of war" had been used as applicable to persons—when one found in a well-known dictionary a definition of the term applying it to things only, and when one found certain writers on international law, notably Mr. Hall, applying the term to goods and treating persons and despatches under the head of "contraband of war," he had no hesitation in saying that, if this case depended upon the broader question, it ought to be decided in favour of the view expressed by Mr. Justice Bigham. It was not without interest to notice that, in the declarations made at the commencement of the Russo-Japanese war, the Japanese regarded as contraband of war (see F. B. Smith's "International Law," page 230) a number of articles which were therein specified, and which did not include persons. The learned editor of the "Murray's Dictionary of the Law" also enumerated a long list of articles which were a clear contraband of war, and then followed the words, "assimilated to contraband are the following articles:—transport of enemy's troops, despatches, and correspondence, and the furnishing of transports and ships of war to the enemy." Further, in the declaration appended to the Treaty of Paris of 1856, the term of contraband was used as referring to goods. In making these general observations, he was, perhaps, going beyond what was necessary for the decision of the case, but he felt no hesitation in saying that on this particular point the warranty had not been broken, and on the general ground he was prepared to say that Mr. Justice Bigham's judgment must be upheld.

Lord Justice Fitcher Moulton was of the same opinion, and said that he would only add a few words on the second point. Primarily and naturally the phrase "contraband of war" applied to goods, and not to persons. It was, however, proposed to consider whether the term might not be used in a wider sense if he could find that such a use was common in commercial circles or in commercial documents, or had been recognized in the Courts of law; but when it was admitted that, although this country was particularly rich in decisions by eminent Judges on matters of this kind, there was not a single reported case in the English Courts where the phrase "contraband of war" had been applied otherwise than to goods, and where would meant to carry cargo, and there was nothing to indicate that the phrase ever contemplated the carriage of passengers. —Times.

Lord Justice Farwell agreed. In his opinion, "contraband of war" applied to goods only. Mr. Hamilton contended that that was the primary meaning of the words, but he said they could have a secondary meaning. The primary meaning was to goods, and unless either the context required that a meaning other than their primary meaning should be given to the words or the words had acquired some special trade meaning. There was no suggestion of the latter here, and, in his opinion, there was nothing in the context which assisted Mr. Hamilton's contention. On the contrary, the context was rather against Mr. Hamilton's view, because it was obvious that the vessel in question was a trading vessel meant to carry cargo, and there was nothing to indicate that the parties ever contemplated the carriage of passengers. —Times.

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THE OPIUM TRAFFIC.

The Chinese commissioner-General and the Inspector-General of the Imperial Maritime Customs are reported to have taken the following decisions concerning the importation of Persian or Turkish opium:—

(a) Beginning from January 1, 1909 if any opium was to be imported from Persian or Turkish ports to any of the Treaty Ports of China, they must first obtain from the Kowloon Customs a permit for each case of the drug, without which the consignment will be liable to confiscation when it reaches China.

(b) Beginning with the year 1909 the importation of Persian or Turkish opium will be annually reduced by one unit.

(c) Only those who have regularly been engaged in the opium trade will be allowed to supply to the Customs for permits, but their applications will be regulated by the amount imported during the previous years.

FIRE INSURANCE AND THE EARTHQUAKE RISK.

It is the business of fire insurance companies, no doubt, to insure against losses caused by fire, but unless insurance is to degenerate into gambling, or, alternatively, to be provided only at a practically prohibitive cost, it is obvious that some limit must be placed upon the companies on the cases of the first insured against. Insurrections, invasions, and earthquakes, for example, are causes outside of the statistical data on which insurance premiums are based, and any one of these may result in the destruction of a city area of a greater value than that of the whole share capital of many companies combined. What a prudent company has to fear, more especially in the case of earthquakes, with its breaking of fire, electric wires, and of gas pipes in their immediate neighbourhood, is the simultaneous outbreak of fires in various directions. For the power of a fire brigade is that of concentration. And when a number of scattered fires occur simultaneously this power of concentration is defeated, with the result that the city, or a great part of it, is inevitably doomed; as recently has been demonstrated at San Francisco, Valparaiso, and Jamaica. Consequently, in the case of agencies in well known earthquake zones, specifically to exclude the risk of earthquakes. The form of the clause may vary, but its general effect is that the company shall not be held liable for fire losses caused by, or through, or indirectly by, earthquake.

RECENT EXAMPLES. The clause is well known, more particularly in earthquake areas, and remains the assured, in their discretion, to protect themselves against such specially excepted fires by special contracts. Generally they decide to do so. When, therefore, the distressing news arrived that Kingston, Jamaica, had been visited by an earthquake which had destroyed many buildings and set the whole business area of the city in a blaze before which the fire brigade was powerless, the companies were naturally disposed to congratulate themselves that their policies contained clauses, however, were doubtless tampered by recent experiences elsewhere. At San Francisco, for example, the clause had proved by no means so effective a protection as the companies which employed it had expected. For the clause has a serious defect; it casts upon the companies the obligation to prove, in the case of every retained claim, that the fire which resulted in the destruction of a particular property had, as a sufficiently demonstrated fact, been caused not accidentally, but by earthquake. Now it is a fact that in the case of ordinary fires all the physical evidences of cause have been consumed; so that unless the outbreak of the fire be explained by witness, and these witnesses are forthcoming, the precise cause of the fire is never known at all. And so with the earthquake fires at San Francisco. Every man, woman, and child in the city knew that some score of fires were started by the earthquake, and that these fires it was which destroyed the great part of the city. But when the individual cases came up to be discussed, what a difference! In one case a lamp had been accidentally upset; in another, a lamp had been brought near the chimney and set on fire. In yet another an incendiary was seen to run away. In a whole host of other cases the fire had been caused by blazing embers from these accidental fires. For wealthy insurance companies who had received their premiums to set up, in the face of facts so notorious as these, the plea of earthquake was an outrage on the good faith of the insured.

THE CASE HEARD IN JAMAICA. With the memory of all this still fresh before them, therefore, the companies interested in the Jamaica fire were not inclined to congratulate themselves overmuch on their earthquake clause; and, as the result in due course proved, was, in any case, a very poor one. For some months, apparently, after the catastrophe at Kingston, it was discovered that so far from the earthquake having caused the conflagration, the latter was due, in certain cases at any rate, to a fire which broke out immediately before the earthquake. And in two claims adopted as test cases for the purposes of local litigation, the jury, in one of them, after a trial which lasted 17 days, came to the conclusion that the conflagration started some minutes before the occurrence of the earthquake; and in the other, after a 13 days hearing, the same conclusion was arrived at. It is understood that an appeal is being made to the Privy Council on the ground that the verdicts were against the weight of evidence.

THE RECENT TRIAL IN LONDON. The claims in the cases just referred to arose under local insurance contracts. In the case of "Total," "Lancashire," and "Co. (Limited)," a Manchester firm of export merchants, v. London and Lancashire Fire Insurance Company (decided in the King's Bench Division), the policy had apparently been issued in this country. The insurance was on the contents of a house and adjoining store at Kingston, and the property had undoubtedly been destroyed by fire. The question was—Was this fire an earthquake-caused fire within the meaning of the policy? The issue of proof of earthquake origin lay, of course, upon the company, and liability was denied both on the ground of such cause, and, further, on the ground that the buildings, or a substantial part of them, had fallen before the occurrence of the fire, in which circumstance the well-known "fallen building" clause would also exonerate the company. The case came before Mr. Justice Bigham and a special jury in the Commercial Court. It occupied 23 days. In addition to much evidence given in Court, several days were occupied in reading the evidence taken on commission in Jamaica, where some 54 witnesses were examined, on behalf of the plaintiffs it was affirmed and evidence was produced to prove that the fire, which admittedly eventually burnt its way to and destroyed this property, had in fact broken out before any earthquake shock was felt at all. But, with a judicious regard to a not impossible mingling on the part of the jury, it was found that the fire was not of earthquake origin, and that the company was liable. The case was decided on a distance of several hundred yards in the narrow row of buildings, was in fact found to have been started by the earthquake, that this would be no defence to the claim. For the operating cause of the spread of the fire to the property insured was, it was contended, a sudden change in the wind. The wind therefore, or possibly some other operating cause, and not the earthquake, should be regarded as the proximate cause of the fire at plaintiff's premises. And evidence was called by them to demonstrate that the building or buildings were substantially unaffected by the shock which, according to the defendant company, had brought them tumbling down. From first to last the evidence

was extraordinarily exhaustive and conflicting, and largely resolved itself into a question of credibility. The conduct of the case afforded, as the learned Judge went out of his way to observe, a remarkable testimony to the ability and fairness of counsel on both sides. In his summing up, which lasted for some five hours, the learned Judge directed the jury that if they should find that the originating fire was an earthquake fire, then, if its spread to other buildings occurred without the intervention of other than natural causes, it must be regarded throughout as an earthquake fire. It was, however, for the defendants to make out that the fire was an earthquake fire; they could not even have the jury in reasonable doubt. The jury found that the fire which destroyed the property in suit occurred by and through an earthquake. On this finding the question whether the building and adjoining store had or had not fallen before the fire became of minor importance. The jury found, however, that the main building had substantially so fallen, but not the store.

A POSSIBLE SOLUTION.

This result, so far as it extends, will doubtless be hailed with satisfaction by fire insurance companies, but it is by no means a complete solution of their difficulties in the case of earthquake fires. "Contra hoc obiter dictum," runs the Jamaican vernacular proverb, "him won't go into de low house." Whether the fire insurance companies, after the sobering effects of recent experience in earthquake zones, will think it worth their while to continue to venture "is a question which each must answer for itself. Should their decision be affirmative, however, it would seem that the companies that, so far as any purely local defence against claims for earthquake fires is concerned, the existing inoperative and fallacious clause, which casts the burden of proof upon themselves, may practically be as well left out of the policy altogether. If any such provision is to be effectively relied upon at all, apparently it must be nothing less than a clause entirely suspending the policy on the outbreak of an earthquake, the suspension to continue until conclusion of any ensuing investigation, whether actually caused by the earthquake or not—subject, perhaps, solely to the understanding that any losses occurring in the interval shall be paid only if it shall be established to the satisfaction of the company that they have not been brought about by earthquake. That such a solution of the present position has not already been determined on is presumably explained by reasons sufficiently convincing to the companies. Whether, more especially in the case of agencies at such vast and valuable insurance areas as San Francisco, such reasons will be equally convincing and satisfactory from the point of view of their shareholders is a matter which they will doubtless consider for themselves. —Times.

IMPETURABLE SMOKER.

COOL PASSENGER WHO EVICUED A MINISTER OF RAILWAYS.

Dr. von Doroschatta, the Austrian Minister of Railways, had an amusing adventure. On a first-class non-stop train, in the compartment of a train, in which he found a fellow passenger smoking. He politely remonstrated with the man without effect. The Minister then produced his card, expecting that would impress the smoker, who, however, having glanced at it, bowed to the Minister, put it in his pocket, and continued to smoke. This was too much for Dr. von Doroschatta, who at the next station requested the station-master to see that the rules of the company were obeyed, and to ask for the man's name and address. The stranger calmly handed to the station-master Dr. von Doroschatta's card. As soon as the official saw the name, he humbly begged the supposed Minister's pardon, and brusquely told Dr. von Doroschatta that so important a person as his Excellency could smoke where he chose, and any one who did not like it must get into another compartment. The train started, before there was time for an answer, and it is stated that Dr. von Doroschatta confessed himself beaten, and at the next station took the station-master's advice after ironically congratulating his impeturable fellow passenger on his new dignity.

EARLY TASTE IN WHISKY.

Giving evidence before the Whisky Commission, Mr. G. B. Grant, of the firm of George and J. C. Smith, proprietors of the Glenlivet Distillery, said that distillery was established in 1824 by his grandfather, but the name "Glenlivet" first became famous in connection with whisky from the large number of smugglers who carried on illegal distillation in Glenlivet towards the end of the Eighteenth Century. They conveyed their product over the hills by means of ponies, and the route was well known as "the whisky road." When witness's grandfather commenced his met with great opposition from smugglers, and soldiers had to be sent for his protection. Mr. H. S. Keith, ex-Provost of Hamilton, explained that the word "whisky" was a corruption of the Gaelic *uisque beatha*, and was the Lowland pronunciation of the Gaelic word meaning *aqua vitae*. "The early statutes substantiated the fact that Scotch whisky was not at its origin a distillate product of one kind of grain—mailed—and was not so down to the commencement of the present licensing system. There was no doubt whatever that from 1784 to 1816 the product of the Lowland distilleries was from grain as well as malt, and for some years from sugar, possibly. The malt and the still still should determine the question 'What is whisky?'

NEW BATHING SUIT.

DIRECT NEW FASHIONS FOR THE BEACH.

The Director's bathing suit is one of a series of novelties which has been thought out by enterprising dictators of fashions for the coming season.

This bathing suit, which will be seen at fashionable seaside resorts later in the season, follows the outline of the Director's dress. The upper part fits closely to the figure, while the skirt, slit up the side, is fastened down to knickerbockers of the same material by means of invisible buttons. The effect is both smart and becoming to a slim figure.

A model Director's bathing costume in fine cream serge was trimmed with rows of pale blue silk braid, the width of a pin head, in a Greek key design. A bell pink embroidered with white flowers the colour scheme of another dainty toilette for the seashore. Only the most delicate materials are to be used for the fashionable bathing dress such as pale pink, hyacinth blue, delicate mauves, sea greens, and pale primrose.

The picturesque poke bonnet is the latest idea in bathing millinery. The old-style waterproof cap afforded not the slightest shade, and was also the most unbecoming piece of headgear ever devised. The stroke bonnet protects the head from the glare of the sun, and is carried out in waterproof silk, or even in straw trimmed with silk flowers, which have also been made waterproof, is practical as well as decorative. Bathing sunshades are another novelty, and judging from the first arrivals a luxury too. They have a frame of silver, a silk cover, and a porcelain handle.

IND COOPE'S BOTTLED STOUT.

A LIGHT ENGLISH STOUT, CONTAINING ALL THE TONIC PROPERTIES OF ALCOHOLIC STOUT, BUT WITHOUT THE "AFTER EFFECTS" REFRESHES AND STIMULATES, BUT DOES NOT INEBRIATE.

HIGHLY WHOLESOME AND NERVE RESTORATIVE BEVERAGE. ADMIRABLE TONIC DRINK FOR ALL THE YEAR ROUND.

PER DOZEN BOTTLES \$2.35
SINGLES \$1.25

SOLE AGENTS
H. PRICE & CO. LTD.
TELEPHONE NO. 195. WINE, SPIRIT & CIGAR MERCHANTS.
12, QUEEN'S ROAD, HONGKONG.

Hongkong, 27th June, 1908.

NEW ROUTE TO THE EAST.

THE PIRÆUS-LARISSE RAILWAY.

An Athens correspondent wrote on May 19th:—

The most important of all Greek railways, that which will ultimately unite Calais with the Piræus and provide us with a new and quicker route to Egypt and India, will in a few days time be open to the public as far as Larissa. Thanks to the courtesy of the railway authorities I obtained permission to travel over the most interesting portion of the as yet unopened section of the line, and some account of its great natural beauties as well as of its technical construction may be of interest to tourists and politicians for both are concerned in its completion.

Hitherto the Piræus-Larissa Railway has stopped short at the little village of Bralo, a distance of 115 miles from Athens, situated not far from the foot of the mountains and near the famous pass of Gerania, where was fought one of the most heroic struggles of the War of Independence. Already this first opened section of the line has proved of great service to the archaeologist and the traveller. The railway up to Bralo has enabled them to visit without the loss of time involved in the primitive methods of Greek travel, such sites as Tanagra, celebrated for its figurines, Thebes and Livadia, and the battlefield of Chæronia, so often the scene of decisive conflicts, where the stone lion, blown up more than a century ago by the Khlit Andromania in his quest of the sun, has been re-erected and stands opposite the station, to remind the passer-by of "that dishonest victory, fatal to liberty," which "killed with report the old man of the quest."

This portion of the line has also provided a new route to Delphi, hitherto accessible by sea alone, and has brought Chalkis and the lovely island of Kulosa with the remains of classic Eretria within a few hours of Athens, thanks to a short branch from Schimatari. The company, by the double nomenclature of its stations, has done its best to emphasise the classical aspects of this route. Side by side with the modern names are the ancient appellations, with their reminiscences of Aristophanes and the tragedians, whom we thumbed at school. Thus, Menidi is also labelled "Acharnae" on the station buildings, the Royal pleasure of Tatci becomes "Dekeleia," and the climax is reached, when the roadside station of Vagia beyond Thebes is found to bear the alternative name of "Sphinx."

In short, the company's time table is a brief summary of the dictionary of classical geography, from which the sixth form might learn more than from many dull German treatises. But it is at Bralo that the great natural beauties of the route begin to show. It was always a matter for surprise that people do not visit Greece for the sake of its scenery. Hellas has greatly suffered from the pedantic theory that she is only of interest to archaeologists, and that her beautiful form must only be studied as an anatomist studies the bones of a dead skeleton. Whereas there are few countries possessed of such varied charm within so small an area; only that it compares favourably lately it has required much time, some of the language to enjoy them to the full. Hence the language of our writers, like Sir Bonill Lloyd, who have laid stress upon the historical associations attaching to it. Yet few European railways can boast within so short a distance of such marvellous charms of view as are afforded by the seventeen miles of line between Bralo and Livadia, the junction for Lamia. From Bralo itself, while I was waiting for my train, I had a perfect vision of all the seven wonders of the world, after leaving from the Piræus, the longest and most expensive of the lines, which penetrates the flanks of Mount Ossa, where Hercules found his fiery apotheosis, a fine viaduct opens up the view of the snowy range of mountains beyond Salona. Viaduct now succeeds viaduct in rapid succession, on an sudden our little train traverses a superb gorge on a lofty ridge, and at our feet lies the Thracian plain, with the blue waters of the Malae Gulf shimmering in the sunlight. Not far away is the historic pass—near a small hill across the plain is the Calan Castle of Lamia, once the abode of the Knights Templars, commanding the approach to the Phocæan Pass and Thessaly, the route of armies in all ages, but traversed at this season by long caravans of nomad Wallachs on their way back from their winter quarters in Bœotia to the slopes of Phidæa. Ere long we stop at the viaduct over "the glancing river," the Gorgopotamos, to admire the view up the fine valley to the left, where which rushes the torrent over boulders of rock on its way to the plain. Sky, sea, and mountain, the pine woods, and the aromatic flowers and shrubs of the Levant here all unite to form the picture—a picture set in the framework of great historic associations, yet beautiful even without them.

The line proceeds from Livadia across Mount Othryto to Demetri on the present Thessalian system, and thence straight across the great Thessalian plain to Larissa. At present work is proceeding on the left bank of the Peneios in the Vale of Tempe, for the continuation of the railway as far as the frontier. Then arises the great question—Will the Turkish Government allow the construction of the one remaining connecting link, that between the Greek frontier and the Macedonian line? It is pointed out that the junction would be of personal interest to the Sultan, because he is peculiarly concerned in the development of Salonika. On the other hand, the Turkish Government objects to the route from the mouth of Tempe along the sea coast from fear of its being cut by the fleet of a hostile Power. To be company, however, prefers the Tempe route to that by Thessaly, because it is cheaper and would possess the advantage of being open all the winter long. It must be confessed that this decoration of Tempe by the engineer is greatly to be deplored; that loveliest of valleys

THE GERMAN NAVY.

Berlin, May 26th.

The German high sea fleet, under the command of Prince Henry of Prussia, arrived on Monday of the month of the Elbe and interrupted its manoeuvres for three days in order to coal. The first two weeks have been devoted to "gunnery" in the North Sea, as usual, night attacks by the torpedo-boats have formed a special feature of the practice. The Crown Prince will embark on board the flagship "Deutschland" on Saturday and will witness the record part of the manoeuvres, which will conclude on June 4 at Kiel.

The second small cruiser of the 1906 programme was launched at Danzig to-day and was christened "Emden" by the mayor of that town.

A sum of £250,000 was voted by the Reichstag for the construction of submarines during the current financial year, and an order for four of these craft has now been given to the Imperial dockyard at Danzig. The naval authorities propose to conduct their own experiment at the various Government yards and keep the construction of these vessels in their own hands.

General Keim's supporters are busily agitating in the provinces in order to secure his re-election to the presidency of the new League at its forthcoming general meeting at Danzig on June 14. The Mülheim branch of the League recently adopted the following resolution:—

At the Danzig meeting the German people must be made clearly to realise the nature of the present situation. We expect of the Danzig meeting that it will decide in favour of the former President without reservation. The proposal for the re-election is not carried, we shall withdraw from the German Navy League, and there is very many who are of one mind with us. His determination.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Last Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

EXPERT FAILED TO CURE HIS ECZEMA.

Had Suffered Six Years—Face Badly Affected—Dared Not Go Out when Air Was Raw—Cuticura Proved Only Remedy—Also Cured Ringworm on Girl's Arm.

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"I found three ointments of Cuticura Soap, one box of Cuticura Ointment, and two bottles of Cuticura Resolvent, ample to clear my face of eczema, with which I had suffered for six years. It was the face principally that was affected and later I scarcely dared show myself out of doors if there was the least rawness in the air. I tried two or three doctors, also a chemist who was supposed to be an expert on eczema, but they did not seem to cure me permanently. Also the same box of Cuticura Ointment cured a pretty bad case of ringworm on a girl's arm that I persuaded her to allow me to dress with it. G. L. Moore, Currier Hall, Kirby Lodge, May 14, 1907."

Send to nearest dealer for free Cuticura Book on Treatment of Skin Diseases.

MOTHERS Of Skin-tortured and Disfigured Babies Should Know

This warm bath with Cuticura Soap and gentle anointing with Cuticura, the great Skin Cure, affords instant relief, permits rest and sleep, and points to speedy, permanent cures. It cures all eruptions, inflammations, and chafings of infants and children, and affords rest and comfort to worried, worn-out parents, when all else fails. Guaranteed absolutely pure and may be used from the hour of birth.

Complete External and Internal Treatment for every Eruption of Infancy. Cuticura cures all eruptions of the skin, including Eczema, Scabies, Ringworm, and all other skin diseases. It is the only remedy that cures all skin diseases, and it is the only remedy that is safe for infants and children. It is the only remedy that is guaranteed absolutely pure and may be used from the hour of birth.

48-14

will henceforth lose its poetic charm when the steam-engine traverses the foot of snowy Olympus; the sacred mountain of Ancient Hellas. Will British diplomacy at Constantinople support the junction of the line? That is the question asked here, with regard to the interest of British Greece, Britain and Greece demands that it should. Greece will then be no longer isolated from "Europe," she will be at last have the same advantages of communication as Rumania, Servia, and Bulgaria possess. As for Great Britain, she will have a new and it is said, quicker route to India and Egypt, and it will be possible for the British traveller to go from Calais to the Piræus in sixty hours without changing. It will certainly be a memorable day for Greece and an interesting day for England when what is now a local Hellenic railway becomes the new highway to the East.

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BANKS

BRANCHES AND AGENTS:

Amoy	Kobe	Taiwan
Anping	Nagasaki	Tampei
Poochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
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HONGKONG OFFICE:
 2, DES VOUTS ROAD.
 Interest allowed on Current Accounts.
 Deposits received on terms which may be arranged on application.
D. TORRES, Manager.
 Hongkong, 5th April, 1914.

NOTICES TO CONSIGNEES

"PEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Godowns and/or Godown Company, Ltd., whomever and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd June, 1908. 989

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DEVANHA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Godowns and/or Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex s.s. Moldavia.

From Persian Gulf ex B. I. S. N. and B. & P. S. N. Co.'s Steamer.

Optional goods will be landed in unloading instructions are given to the contrary within 6 hours.

Goods not cleared by the 30th June, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival, here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 24th June, 1908. [1]

DAVID CORSE & SONS

MERCHANT NAVY

NAVY BOILED

LONG FLAX

REINFORCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

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SANG MOW.

BAITAN AND BRASS

FURNITURE MAKER.

CHAIRS, TABLES, SEATERS & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

MITSU BISHI DOCKYARD

AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.O., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 8.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 961 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 344 "

DOCK No. 1.

Extreme Length ... 525 feet.

Length on Blocks ... 519 "

Width of Entrance on Top ... 818 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 571 feet.

Length on Blocks ... 565 "

Width of Entrance on Top ... 68 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING OF

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. 908

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c., and for

Private Residents at the Outposts.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

a CHINA OVERLAND TRADE REPORT,

subscription, paid in advance, \$12 per

annum. Forage \$2 to any part

of the World

HONGKONG IN 1907.

(Continued from yesterday.)

EDUCATION.

The number of Government and grant schools, including Queen's College, is 79 of which 25 are upper grade schools with a staff competent to give instruction in all the subjects of Standard VII and 54 are Lower Grade Schools under purely native management. Generally speaking, the Upper Grade Schools are taught in English, and the Lower Grade Schools are taught in the vernacular.

The total number of pupils in average attendance at Government and grant schools was 5,924 against 5,496 in 1906. Of these, 2,144 were in Government and 3,780 in grant schools. 3,569 pupils received instruction in English, and 2,355 in the vernacular. The proportion of boys to girls was 3,761 to 2,163.

The revenue derived from school fees was \$49,223, \$30,442 of which was received from Queen's College.

PUBLIC WORKS.

The principal public works in progress during the year, exclusive of the railway, were the Tsim Tsai Waterworks (1st section) and the Kowloon Waterworks both of which have been described in previous reports. The former was practically completed and fair progress was made with the latter, which are now in such a forward state as to be fully capable of supplying the whole peninsula with water. The extension of the distribution system to the four port villages, Shaukiwan, Kowloon City, and Taikoktse, was complete and the substitution of mains of larger diameter for those originally laid at Kowloon Point was in progress to ensure an efficient supply of water for fire extinction purposes, the erection of large godowns being in progress there.

LAW COURTS AND POST OFFICE.

The New Law Courts and New Government Office were still under construction, while the Public Mortuary near Kowloon and the Time Ball Tower on Blackhead's Hill, Kowloon, were completed. A new building to accommodate the Land Office at Tai Po, which had hitherto been housed in a temporary makeshift structure was in progress; a new market at Tai Wah Ho near Shaukiwan, was practically completed; an extension of the Staff Quarters at the Government Civil Hospital was undertaken to afford accommodation for the nurses hitherto supported by the Nursing Institute; and a riskless steamer was ordered close to the Star Ferry pier in Salisbury Road, Kowloon. As the construction of the railway involved the demolition of the Slaughter House and Cattle Dept. at Hungnam, the erection of New Slaughter Houses and Depots was begun at Ma Tau Kok. Provision is made in the new establishments for considerable developments beyond present requirements. The works of reconstruction of gullies and extension of bulk of traffic were continued, \$10,000 being spent on the former and over \$25,000 on the latter. A large tank for Australia, a portion of the Sewerage System of the City was constructed at the junction of Water Street and Queen's Road West; the ride ranges for the use of the Volunteer Reserve Association at the Peak and King's Park, Kowloon, were extended; a new service reservoir at West Point for supplying the High Levels of the City was begun; new Cable Ropes were established at North Point and the cables were transferred to it; an obelisk in memory of the French sailors lost in the typhoon of the 15th September, 1906, was erected; and the construction of a remaining wall behind Island lot 1,523 to obviate the risk of landslides which threatened to endanger the conduit conveying the water from Tiam to the City was completed.

IMPROVEMENT SCHEMES.

The Mei Lun (Lan) Improvement Scheme was completed. Another section of Robin Road, Kowloon, extending from Market Street to Waterloo Road was undertaken and the removal of the Lili North of Yamma Theatre continued, the material being used for private reclamation work North of the Naval Coaling Depot. The extension of Conduit Road in Eastern and Western directions and of the road past Kowloon City mentioned last year were completed, and a further section of the latter road extending to its junction with the Choi Lan Cha Road was undertaken. A new path, connecting Barker Road with May Road, and the extension of Conduit Road in an Eastern direction has been designated, was completed. The extension and reconstruction of the Albany River Bridge, continued, fair progress being made with the work.

The total amount expended on Public Works Extraordinary, exclusive of Advance Accounts and Deposits not available, was \$734,320 and on Works Annually Recurring, \$333,041. By the transfer of the item "Typhoon and Rainstorm Damage" from the former head to the latter, the first-mentioned sum has been diminished by \$106,659 whilst that last mentioned has been correspondingly increased.

Good progress was made on the British Section of the Hongkong Canton Railway the cost of which is being defrayed by a Loan. During the year 1907, the re-alignment consequent on the detailed survey by the Construction Engineers was completed and work commenced over the whole length. The reclamation for a site for Kowloon Station Yard was started in June. The actual heading driving in Beau Hill Tunnel may be said to have started on January 1st, 1907. During the year two thousand one hundred feet of heading was driven from both ends from the shaft sunk at the North and South sides and four hundred and sixty five feet of tunnel fully lined. About two-thirds of the compression plant was in working order, the headings not being far enough advanced to necessitate special ventilating plant. There was difficulty experienced at first in obtaining sufficient labour for work underground but towards the end of the year on the rates being raised slightly a large number of skilled mining coolies returned from South Africa, flooded to the work.

Bridge building progressed steadily all through the year as well as Earthwork and the minor tunnels, there being no very great difficulties to contend with except in one of the latter. A temporary metre gauge line was laid from the sea front at Lokloha to the North face, the shaft (278) was completed and a considerable number of houses for Staff erected. The systematic issue of guano to all rail employees resulted in a diminution of malarial fever. The expenditure on the work during the year amounted to \$1,144,915.

CRIMINAL AND POLICE.

The total of all cases reported to Police was 11,540 being an increase of 3.8 or 3.5 per cent as compared with 1906. In the division of these cases into serious and minor offences there is a decrease in the former as compared with the previous year of 27 cases or 8 per cent.

The number of serious offences reported was 297 below the average of the quinquennial period commencing with the year 1903.

The number of minor offences reported shows an increase of 423 as compared with 1906.

The number of minor offences reported was 385 above the average of the quinquennial period.

The total number of persons committed to Victoria Gaol was 5,877, as compared with 5,799 in 1906, but of these only 2,467 were committed for criminal offences, against 2,575 in 1906. Of

commitments for non-criminal offences there were 84 less under the Prepared Order Ordinance and 44 less for infringement of Sanitary By-laws.

The daily average of prisoners confined in the Gaol was 502, the average for 1906 being 518 and the highest previous average being 726 in 1904. The percentage of prisoners to population, according to the daily average of the former and the estimated number of the latter, was 144 as compared with 161, the average percentage for the last ten years being 151. The Prison discipline was satisfactory, the average of punishments per prisoner being 1.50, as compared with 1.21 in 1906 and 1.47 in 1905.

POPULATION.

The population of the Colony according to the census taken in 1901 was 283,975 while at the census taken in 1906 it was 301,967 exclusive of the New Territories, New Kowloon and the Army and Navy Establishments. The estimated population at the middle of the year under review was 414,878 as follows:-

Chinese (Hongkong)	192,400
Chinese (Kowloon)	71,950
Chinese (New Territories)	43,530
Chinese (Total)	307,880
Portuguese	2,700
Others	10,498
Total	414,878

At the census taken in 1906 the average strength of the Navy present in the Colony was 4,688.

PUBLIC HEALTH AND SANITATION.

During the year under review considerable progress has been made in rendering existing domestic buildings fit for habitation as a preventive of Plague, 370 ground surfaces of houses have been repaired, and 1,201 buildings have had rat-runs filled up with cement. In addition 44 buildings illegally inhabited have been vacated.

New buildings (domestic) to the number of 142 were erected during the year and in these the effect of the present Ordinance is seen in the increased amount of open space about the houses, which the law requires. Seventy-nine houses have been provided in the rear of new houses also increase the open space about them and tend to reduce surface crowding.

During the year there were 198 deaths from plague, compared with 842 in 1905 and 287 in 1906.

There were 1,825 deaths from Respiratory Diseases amongst the Chinese, 655 of these deaths were due to Phthisis, a percentage of 36 of the total deaths amongst that community.

Bari-bari caused 569 deaths, a high figure. The deaths from Malaria were 578 as against 443 in 1906, and 387 in 1905, an increase which it is hoped will only be temporary. The average number of deaths from this disease has fallen from 526 in the quinquennium 1898 to 1903 to 383 in the quinquennium 1903 to 1907. Military returns of admissions to Hospital for Malaria show a marked reduction in the incidence of this disease.

POSTAL SERVICE.

The total receipts paid into the Treasury in 1907 by the Postal Department amounted to \$589,375 from which sum \$140,954 was transferred to other Heads of General Revenue under which fees and duties are paid in stamps, which are now sold exclusively by the Post Office, leaving the sum of \$448,421 as Revenue of the Postal Service. The total expenditure amounted to \$366,472, which being deducted from the Revenue of \$448,421 leaves a profit of \$71,949.

A direct exchange of Money Orders with Kieghua came into force on 1st July. A new Parcel Post arrangement with Japan came into operation on 1st October.

The Postal Convention of Rome, which was signed on 20th May, 1907, came into operation on 1st October, 1907; the principal changes introduced being the raising of the unit of weight of letters from 100 to 102, in the case of letters posted in Hongkong and Lin Kung Tau and from 100 to 110 grammes at the other agencies; and the exchange of International Reply Coupons with the principal countries included in the Postal Union.

The Tientsin Agency availed of the opportunity to send direct mails to Europe overland via Harbin from 17th October.

REGULAR FORCES.

The following returns show the average number and composition of the Forces employed in the Colony during 1907:-

Corps.	Europeans.	Indians.	Chinese.	Total.
General Staff (Officers only)	5	5	5	15
Garrison Staff (W.O., N.C.O. Officers only)	5	5	5	15
Royal Garrison Artillery	27	613	53	635
Royal Engineers	12	230	53	295
Army Service Corps	4	22	32	58
Corps	4	22	32	58
Royal Corps of Signals	8	43	51	62
Army Ordnance Corps	3	31	36	70
Army Pay Dept.	8	8	11	27
H. K. & S. B. Co.	11	7	435	453
R. G. A. Co.	11	7	435	453
1st Middlesex Regiment	15	425	441	881
11th Infantry	19	15	748	782
12th (D.C.O.) Battalion	11	14	734	759
Indian Subordinate	1	4	5	10
Total	113,149	37,192	55,351	205,692

COLONIAL CONTRIBUTION.

The Colony contributed \$1,214,910.05 (being the statutory contribution of 20 per cent of the Revenue) towards the cost of the maintenance of the Regular Forces in the Colony including Barrack Service and Defence Works.

VOLUNTEER CORPS.

The total establishment of the Corps is 443 of all ranks. The strength on the 31st December, 1907, was 289 made up as follows:-Staff 7, two Garrison Artillery Companies, 199; one Engineer Company, 45; Troop 38.

The members of the Corps are now all armed with the new M.L.E. short rifle and the latest pattern equipment.

GENERAL OBSERVATIONS.

The year was characterized by continued severe depression in trade.

The Colony appears to have recovered from the over-speculation indulged in in anticipation of the conclusion of the War between Russia and Japan, and her trade has resumed a restricted, though the volume is still restricted. The large losses accumulated during the speculative period have taken a long time to work off, and first imports have been small, because for various reasons, one of which was caution induced by previous over-speculation. China has imported a smaller quantity of merchandise.

The assessment made in July for the year 1907-1908 showed that the rateable value for the whole Colony had decreased by 2.52 per cent. In the Hill District, Shaukiwan, the Hongkong villages, and in Kowloon except in the important District of Yamma, the assessment showed an increase ranging from 1.07 per cent to 11.76 per cent. But in the City of Victoria a decrease of 0.42 per cent, and in Yamma a decrease of 0.53 per cent, were shown. In New Kowloon a remarkable increase from a rateable value of \$83,930 to one of \$81,835 or an increase of 58.83 per cent, was shown.

In the New Territories continued progress has been observable in the making of several roads by the private enterprise of villagers, and by the erection of new houses. The Crown Rent (Land Tax) was paid with an alacrity that was almost inimitable; and there was a marked decrease in crime in spite of the large number of coolies employed on the Railway Works.

The loss and inconvenience caused by the depreciation of the subsidiary currency by the over-issue of small coins by the Mint in Canton continued.

The Hongkong Government adopted the expedient of withdrawing from circulation all its subsidiary coin received as revenue, and succeeded in inducing the Authorities at Canton to temporarily suspend the issuing of small coins at the Mint at Canton. A Committee was appointed to consider the causes of the depreciation of the subsidiary coinage of the Colony and to advise what steps could be taken to rehabilitate it. As a result of the enquiry the Government addressed strong representations through the proper channels to the Chinese Authorities both at Peking and Canton urging the suspension of the issue of small coins at the Canton Mint until the coins had again reached par. No definite reply had been received to these representations at the close of the year.

The Committee appointed in 1906 to collect funds and administer relief to the sufferers by the disastrous Typhoon of 19th September, 1906, completed their labours early in the year and reported that they had collected \$279,903, all but \$11,000 of which was contributed by residents in the Colony and by firms doing business with it. Of this sum \$195,002 were spent in replacing or repairing 1,991 Cargo Boats, Junks and other craft lost or damaged; with \$40,688 were spent on the relief of destitute (including 305 women and children) and the recovery and burial of dead. The balance of \$33,765 has been placed in the custody of the Government as a fund for relief in similar circumstances. Thirty thousand Dollars were also contributed by the Chinese Government to the Tung Wo Hospital and have been set apart by that institution to serve as a similar fund. A further sum of \$106,889 was spent during the year out of Revenue in repairs to Government Works and Buildings caused by the typhoon of 19th September, 1906. In addition, heavy rain storms caused considerable damage to the Kowloon Catchwater and to other Government Works.

The Commission which had been appointed in the previous year to enquire into the administration of the sanitary laws and the existence of corruption in the Sanitary Department issued their report in April. The Commissioners found that widespread corruption existed among the subordinate Sanitary Staff, and on the evidence furnished by the Commissioners several Sanitary Inspectors were tried by the Executive Council, suspended, and dismissed. Much of the dissatisfaction with the administration of the Public Health Ordinance was removed by the amendment of a section dealing with open spaces in the rear of existing houses, and by a free use of the power of exemption from the provisions of the law relating to nuisances in Chinese tenement houses. A Committee was appointed to enquire into the latter subject and their recommendations with regard to suggestions made by the Commissioners and others being embodied in amendments of the Public Health Ordinance. In the result it is anticipated that thanks to the ungrudging labours of the Commissioners the Sanitary Department will in future be more honestly served while many improvements will be effected in the Sanitary Law and the method of its application.

In consequence of the high rate of exchange which reached more than 2/3 to the dollar, the Secretary of State for the Colonies, with the concurrence of unofficial members of the Legislative Council, allowed the sterling salaries of Civil Servants to be paid at the rate of 2/ to the dollar when the rate of exchange is above that figure and at the rate of the day when it is below it.

During the year the claim for compensation on account of the lives lost in the Piracy of the s.s. "Sainam," referred to in the report of last year, was settled; and the Provincial Authorities have now adopted measures which it is hoped will be effective in the suppression of piracy in the Delta and on the West River.

Mr. F. Grey, Chief Resident Engineer, and a considerable staff were at work on the Chinese Section of the Hongkong Canton Railway during the year. The survey was completed and steps were taken for beginning construction early in the current year.

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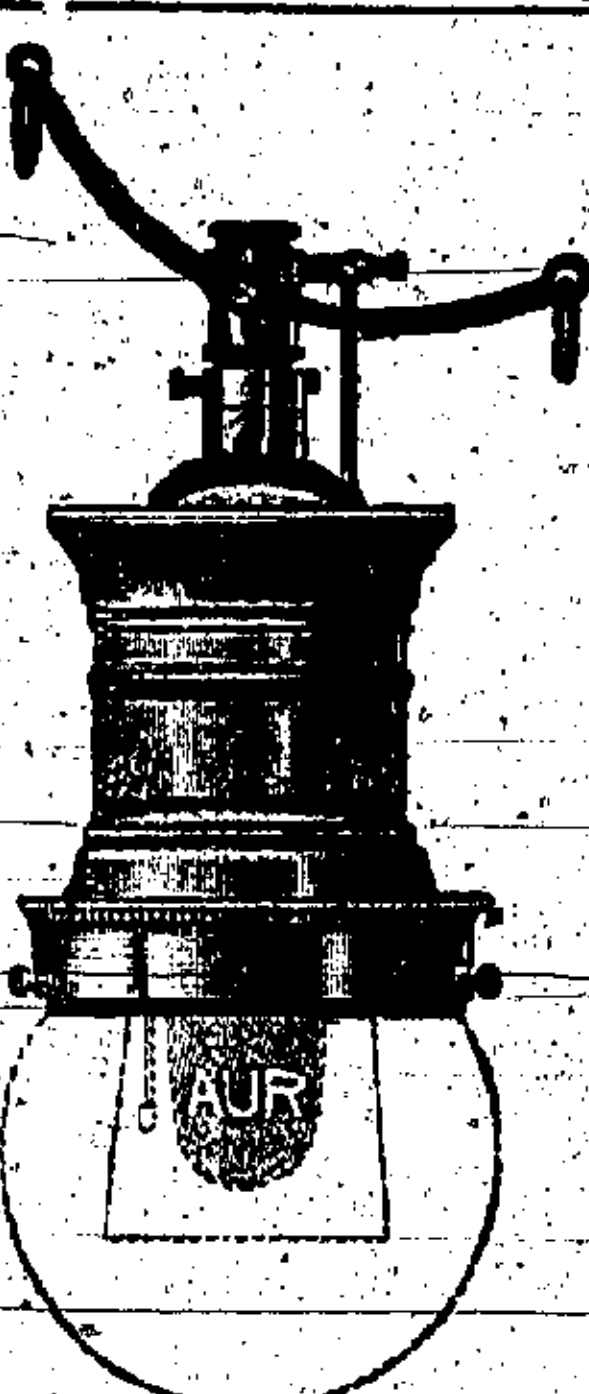
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LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kenrick, R.N.R.	About 1st July	Freight and Passage.
SHANGHAI, KOBE, YOKOHAMA and YOKOHAMA	NUHA Capt. F. J. Fox	About 2nd July	Freight and Passage.
SHANGHAI	MARMORA Capt. G. H. C. Weston, R.N.R.	About 8th July	Freight and Passage.
LONDON via USUAL PORTS CALL	MALTA Capt. T. A. Peters	Noon, 11th July	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 30th June, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 30th June, 4 P.M.
TSINGTAU, CHEFOO & NEWCHANG	"CHIHU"	On 1st July, 10 A.M.
CHEFOO and TIENTSIN	"NANGHANG"	On 1st July, 4 P.M.
CHEU and ILOILO	"KUBICHOW"	On 4th July, 4 P.M.
MANILA ZAMBOANGA, THUS DAY ISLAND, COCKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transitment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"KALFONG"	On 4th July, 4 P.M.
	"TAIYUAN"	On 3rd Aug., 4 P.M.

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Hongkong, 30th June, 1908.

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IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	"PRINZ LUDWIG" Capt. F. V. Binzer	Wedday, 1st July, at 4 A.M.
KUDAT & SANDAKAN	"ROBBER" Capt. F. Schmitt	Thursday, 2nd July, at 9 A.M.
NAFLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt. Rud. Meyer	Thursday, 2nd July, at 9 A.M.
MANILA, NEWQUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. V. Swenden	Thursday, 16th July, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th June, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, WEI HAIWEI & CHEFOO	"CHIPSING"	Tuesday, 30th June, Noon.
SHANGHAI	"WINGSANG"	Wedday, 1st July, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wedday, 1st July, Noon.
SOERABAYA	"CHONGSANG"	Wedday, 1st July, 3 P.M.
MANILA	"YUNGSANG"	Friday, 3rd July, 4 P.M.
MANILA, YOKOHAMA, KOBE & MOI	"KUTSANG"	Wedday, 15th July, Noon.

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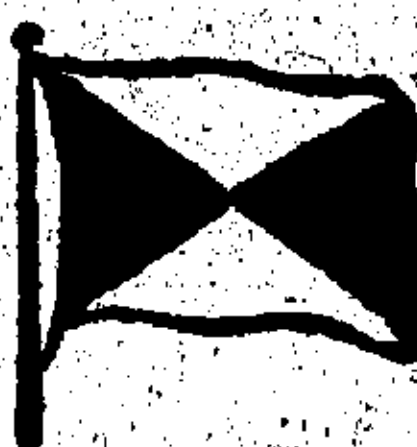
NEXT SAILINGS FROM HONGKONG:

OUTWARD	HOMEWARD
For SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 30th June	For HAVRE & HAMBURG: S.S. DORTMUND ... 7th July
For SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 1st July	For HAVRE & HAMBURG: S.S. ISTRIA ... 20th July
For SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	For MARSSEILLES, ANTWERP & HAMBURG: S.S. C. FERD. LAEISZ About 30th July
	For HAVRE & HAMBURG: S.S. SAXONIA ... 9th Aug.
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Hongkong, 30th June, 1908.



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DESTINATION	STEAMERS	DATE OF SAILING
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FOOCHOW & VLADIVOSTOK	"CURONIA"	On 15th July.

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Hongkong, 26th June, 1908.

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Hongkong
Tamar, receiving ship, 4600 tons 6 guns,
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Thistle, gunboat, 710 tons, 900 h.p., Lieut.
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Virago, torpedo-boat destroyer, 395 tons, 6 guns,
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Kaiser Franz Josef I, Austrian cruiser, 4363
Linienschiffkapitan Wilhelm Fischer
Northern Waters

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D'Entrecasteaux, 1st class armoured cruiser,
3200 tons, 20 guns, 13,500 h.p., Captain
Thibault, Shanghai
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Saigon
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Saint-Juques
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Leipzig, cruiser, Captain Engel
Luch, gunboat, 850 tons, 10 guns, 1344 h.p.,
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Niobe, cruiser, Captain Livingston
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Pierre

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Rio Lima, cruiser, 720 tons, 7 guns, Macao.

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Cavite
Callao, gunboat, 243 tons, Lt. Guy Whitlock,
Shanghai
Chautauq, destroyer, 420 tons, Lt. Frank
McChery, Cavite
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der Miller, Olongapo
Monterey, monitor, 4000 tons, Lt. D. W. Todd,
Olongapo
Panay, armoured cruiser, 13,680 tons
Capt. A. Ward, Cruising
Quincy, gunboat, 350 tons, Lt. H. P. Perrell,
Yangtze
Rainbow, (Rear Admiral Hemphill's flag ship)
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